TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

L. F. TADLOCK.....El Paso

ASSISTANT TERMINAL SUPERINTENDENT

L. C. CODY.....El Paso
H. E. HALL.....El Paso

TRAINMASTERS

D. A. DOYLE.....El Paso
R. V. CURRIER.....Tucumcari
J. A. REYNOLDS.....Douglas

ASSISTANT TRAINMASTERS

K. E. PARMELEE.....El Paso
C. T. BABERS.....Lordsburg
W. B. JEFFRIES.....Lordsburg
G. S. SINES.....Carrizozo
W. S. HOBBS.....Carrizozo

ROAD FOREMEN OF ENGINES

HARRY NATIONS.....El Paso
L. J. ADAMS.....El Paso

ASST. ROAD FOREMAN OF ENGINES

S. O. CURTIS.....El Paso

CHIEF TRAIN DISPATCHER

C. F. MATTINGLY.....El Paso

R. B. GIBSON

Assistant Superintendent, El Paso

SOUTHERN PACIFIC COMPANY

RIO GRANDE DIVISION TIMETABLE

52

EFFECTIVE SUNDAY, OCTOBER 26, 1958

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

J. H. LONG,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Tucson	Dr. W. C. Finn	Assistant to Chief Surgeon
Benson	Dr. Charles Keever	District Physician and Surgeon
Lordsburg	Dr. H.W. Sellers	District Physician and Surgeon
Clifton	Dr. S. C. Lovre	Emergency Surgeon
Duncan	Dr. J. J. Lovett	Emergency Physician and Surgeon
Deming	Dr. Paul A. Feil	District Physician and Surgeon
El Paso	Dr. E. W. Rheinheimer	Division Physician and Surgeon
El Paso	Dr. Russell Holt	Asst. Dist. Physician and Surgeon
El Paso	Dr. F. G. Evans	District Physician and Surgeon
El Paso	Dr. B. L. Goodloe	District Physician and Surgeon
El Paso	Dr. W. L. Pierce	District Physician and Surgeon
El Paso	Dr. F. P. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. N. F. Walker	Oculist and Aurist
El Paso	Dr. B. Hardie	Asst. Oculist and Aurist
El Paso	Dr. Bloyce Britton	Asst. Oculist
Douglas	Dr. N. V.Alessi	District Physician and Surgeon
Douglas	Dr. A. K. Duncan	Asst. Dist. Physician and Surgeon
Douglas	Dr. C. W. Ahl	Asst. Dist. Physician and Surgeon
Bisbee	Dr. E. B. Jolley	District Physician and Surgeon
Bisbee	Dr. Joseph Saba	Asst. Dist. Physician and Surgeon
Tombstone	Dr. Charles Keever	District Physician and Surgeon
Patagonia	Dr. D. R. Mock	District Physician and Surgeon
Alamogordo	Dr. E. P. Simms	District Physician and Surgeon
Alamogordo	Dr. E. T. Faigle	Emergency Surgeon
Carrizozo	Dr. P. M. Shaver	District Physician and Surgeon
Carrizozo	Dr. J. P. Turner	District Physician and Surgeon
Vaughn	Dr. R. P. Browder	District Physician and Surgeon
Santa Rosa	Dr. J. J. Galvin	District Physician and Surgeon
Tucumcari	Dr. W. M. Thaxton	District Physician and Surgeon
Tucumcari	Dr. A. T. Gordon	Asst. Dist. Physician and Surgeon
Roy	Dr. T. F. Self	Emergency Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CALIF.

S. P. SANATORIUM.....TUCSON, ARIZ.

HOTEL DIEU.....EL PASO, TEXAS

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.

El Paso.....Miller Jewelry Store
El Paso.....Art Kassel
Tucson, Seth E. Rogers, 319 E. Congress St.
Bisbee.....Tom Nelson
Lordsburg.....Pearl's Jewelry

Alamogordo.....A. Sorensen & Son
Tucumcari.....Homer Hargrove
Tucumcari.....Thomas Bros.
Douglas.....Hoyal Jewelers
Douglas.....Paul M. Whelan

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr.....	60′	51									
SP....	Baggage and Psgr.....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory..	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64				61	64
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

Capacity of sidings	SECOND CLASS 942 Mixed Leave Tues., Fri.	FIRST CLASS 2 Sunset Limited Leave Daily	FIRST CLASS 4 Golden State Leave Daily	Mile Post Location	Timetable No. 52 October 26, 1958 STATIONS	Station Number	Distance from Douglas	WESTWARD FIRST CLASS 1 Sunset Limited Arrive Daily	WESTWARD FIRST CLASS 3 Golden State Arrive Daily	WESTWARD THIRD CLASS 943 Mixed Arrive Tues., Fri.
N 82 S 76 Yard Limits IYP		AM 9.45	AM 3.10	1022.2	TO-R MESCAL 13.3	5691	84.8	AM 6.20	PM 8.25	
				1035.5	SAN JUAN 10.9	7548	71.5	5.59	8.03	
83 P		9.57	3.22							
Yd. Lmts. P		10.07		1046.4	BENSON JCT. 1.8	7559	60.6			
Yd. Lmts. 74 P	AM 11.35	10.09	3.35	1048.2	TO-R FAIRBANK 10.6	7561	58.8	5.42	7.52	s PM 2.20
					LEWIS SPRINGS 10.2	7571	48.2	5.29	7.41	2.05 PM
75 Yard Limits YP	s 11.55 AM	10.20	3.46	1058.8						
45 P		c 10.30	c 3.56	1069.0	TO HEREFORD 12.2	7581	38.0	c 5.17	c 7.31	
66 P		10.42	4.08	1081.2	NACO 3.8	7594	25.8	5.02	7.19	
66 Yard Limits KWYP		f 10.49	s 4.14	1085.0	TO BISBEE JCT. 11.9	7597	22.0	s 4.56	s 7.15	
				1096.9	FORREST 7.4	7609	10.1	4.34	6.59	
75 P		11.05	4.34	1104.3	CALUMET 2.7	7617	2.7	4.28	6.53	
Yd. Lmts. 69 P		11.11	4.43							
Yd. Lmts. DBKWOYP		s 11.20 AM	s 4.55 AM	1107.0	TO-R DOUGLAS	7619	0.0	4.25 AM	6.50 PM	
	Arrive Tues., Fri.	Arrive Daily	Arrive Daily		(84.8)			Leave Daily	Leave Daily	Leave Tues., Fri.
	942	2	4					1	3	943

Automatic Block Signal System

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

RULE 5. Time for westward trains at Mescal applies at west end of westward crossover, and for eastward trains applies at east end eastward crossover.

Where bus connection is provided at Bisbee Jct. conductor of passenger trains scheduled to stop will ascertain if bus has arrived, or ask for instructions.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
17W ..	1024.5	Miramonte ..... (Spur)	7537
.. ..	1028.6	Whetstone	7541
80E ..	1096.74	Paul Spur ..... (Spur)	7616

EASTWARD

Capacity of sidings	SECOND CLASS 944 Mixed (c) Leave Mon., Thurs.	SECOND CLASS 942 Mixed (c) Leave Tues., Fri.	SECOND CLASS 940 Mixed (c) Leave Wed., Sat.	Mile Post Location	Timetable No. 52 October 26, 1958 Benson-Fairbank Branch STATIONS	Station Number	Distance from Fairbank	WESTWARD THIRD CLASS 941 Mixed (c) Arrive Wed., Sat.	WESTWARD THIRD CLASS 943 Mixed (c) Arrive Tues., Fri.	WESTWARD THIRD CLASS 945 Mixed (c) Arrive Mon., Thurs.
Yard Limits BKWYP	AM 8.00	AM 10.05	AM 11.00	1032.6	TO-R BENSON	5700	19.8	PM s 4.05	PM s 4.30	PM s 5.25
					7.2			s 3.35	s 4.00	s 4.55
Yard Limits 18 P	s 8.45	s 10.50	s 11.45	1039.8	CURTISS	7907	12.6			
				1050.6	10.8			2.50	3.15	4.10
Yd. Lmts. P	9.20	11.25	PM 12.20	1046.4	ABS BENSON JCT.	7559	1.8			
Yd. Lmts. 74 P	s 9.30 AM	s 11.35 AM	s 12.30 PM	1048.2	1.8 TO-R FAIRBANK	7561	0.0	2.40 PM	3.05 PM	4.00 PM
	Arrive Mon., Thurs.	Arrive Tues., Fri.	Arrive Wed., Sat.		(19.8)			Leave Wed., Sat.	Leave Tues., Fri.	Leave Mon., Thurs.
	944	942	940					941	943	945

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul Mescal-Douglas main track until authorized by train dispatcher.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1042.4	Benson-Fairbanks Branch Land	7910

Timetable No. 52
October 26, 1958

Patagonia Branch

EASTWARD			Mile Post Location	STATIONS	Station Number	Distance from Patagonia	WESTWARD
Capacity of sidings	SECOND CLASS	944 Mixed (c)					THIRD CLASS 945 Mixed (c)
		Leave Mon., Thurs.					Arrive Mon., Thurs.
Yard Limits 74 P		AM 10.00	1048.2	TO-R FAIRBANK	7561	43.9	PM s 3.30
36 P		f 10.40	1062.5	11.3 CAMPSTONE	8011	32.6	f 2.50
32 P		f 11.15	1073.8	11.3 ELGIN	8023	21.3	f 2.16
Yard Limits 35 P		AM s 11.35	1082.1	8.3 SONOITA	8032	13.0	s 1.46
Yard Limits 34 P		s 12.30 PM	1095.1	13.0 PATAGONIA	8044	0.0	1.01 PM
		Arrive Mon., Thurs.		(43.9)			Leave Mon., Thurs.
		944					945

Tombstone Branch

EASTWARD			Mile Post Location	STATIONS	Station Number	Distance from Tombstone	WESTWARD
Capacity of sidings	SECOND CLASS	940 Mixed					THIRD CLASS 941 Mixed
		Leave Wed., Sat.					Arrive Wed., Sat.
Yard Limits 74 P		PM 1.10	1048.5	TO-R FAIRBANK	7561	9.0	PM s 2.30
12		s 1.40 PM	1057.5	9.0 TOMBSTONE	8109	0.0	2.00 PM
		Arrive Wed., Sat.		(9.0)			Leave Wed., Sat.
		940					941

Ft. Huachuca Branch

EASTWARD			Mile Post Location	STATIONS	Station Number	Distance from Ft. Huachuca	WESTWARD
Capacity of sidings	SECOND CLASS	942 Mixed					THIRD CLASS 943 Mixed
		Leave Tues., Fri.					Arrive Tues., Fri.
75 YP		PM 12.15	1058.8	LEWIS SPRINGS	7571	12.0	PM s 2.05
Yard Limits 40 W		12.40	1068.9	10.1 GARDEN CANON	8210	1.9	f 1.40
Yard Limits 35 Y		s 12.55 PM	1070.8	1.9 FT. HUACHUCA	8213	0.0	1.30 PM
		Arrive Tues., Fri.		(12.0)			Leave Tues., Fri.
		942					943

Don Luis Branch

EAST-WARD	Capacity of sidings	Mile Post Location	STATIONS	Station Number	WEST-WARD Distance from Galena
Yard Limits	75 P	1088.3	CORTA	8303	2.5
		1089.8	1.5 DON LUIS	8305	1.0
		1090.8	1.0 GALENA	8306	0.0
			(2.5)		

Bisbee Branch

EAST-WARD	Capacity of sidings	Mile Post Location	STATIONS	Station Number	WEST-WARD Distance from Bisbee
Yard Limits	66 KWDYP	1085.0	TO BISBEE JCT.	7597	5.7
	75 P	1088.3	3.3 CORTA	8303	2.4
		1089.6	1.3 WARREN	8304	1.1
		1090.5	0.9 LOWELL	8307	0.2
		1090.7	0.2 BISBEE	8308	0.0
			(5.7)		

HACHITA SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS	FIRST CLASS			Mile Post Location	Automatic Block Signal System	Timetable No. 52 October 26, 1958 STATIONS	Station Number	Distance from Anapra	WESTWARD FIRST CLASS
		960 Freight	2 Sunset Limited	4 Golden State						1 Sunset Limited	3 Golden State
		Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
Yard Limits DBKOYP		AM 7.35	AM 11.30	AM 5.05	1107.0		TO-R DOUGLAS 4.8	7619	210.7	s AM 4.15	s PM 6.40
68 P		7.50	11.37	5.13	1111.8		ACACIA 9.3	7624	205.9	4.06	c 6.25
75 P		8.10	AM 11.50	5.26	1121.1		CAZADOR 9.5	7633	196.6	3.54	6.12
75 P		8.25	PM 12.02	5.38	1130.6		BERNARDINO 7.1	7643	187.1	3.42	5.58
75 P		8.35	12.08	5.45	1137.7		CHIRICAHUA 9.4	7650	180.0	3.36	5.51
75 P		8.50	12.16	5.53	1147.1		APACHE 11.6	7659	170.6	3.28	5.43
103 P		9.05	c 12.25	6.03	1158.7		TO RODEO 11.8	7671	159.0	3.19	c 5.34
P		9.20	c 12.38	6.16	1170.5		PRATT 5.4	7683	147.2		c 5.21
54 P		9.30	c 12.43	6.21	1175.9		TO ANIMAS 11.9	7688	141.8	3.02	c 5.16
74 P		9.45	c 12.54	6.32	1187.8		PLAYAS 10.3	7700	129.9	2.51	c 5.05
78 P		10.00	c 1.02	6.40	1198.1		VISTA 8.2	7710	119.6	2.43	c 4.59
126 P		10.15	c 1.09	6.47	1206.3		TO HACHITA 6.3	7719	111.4	2.36	c 4.50
74 P		10.30	c 1.17	6.55	1212.6		CONTINENTAL 18.3	7725	105.1	2.31	c 4.44
60 P		11.00	c 1.34	7.12	1230.9		HERMANAS 12.0	7743	86.8	2.14	c 4.26
74 P		11.15	c 1.44	7.22	1242.9		ONYX 7.4	7755	74.8	2.04	c 4.16
83 P		11.30	c 1.53	7.29	1250.3		TO COLUMBUS 13.3	7763	67.4	1.57	c 4.08
75 P		AM 11.48	c 2.04	7.40	1263.6		ARENA 10.9	7776	54.1	1.46	c 3.55
72 P		PM 12.08	c 2.14	7.50	1274.5		MALPAIS 11.1	7787	43.2	1.36	c 3.45
74 P		12.25	c 2.24	8.01	1285.6		MT. RILEY 13.4	7798	32.1	1.26	c 3.35
75 P		12.42	c 2.35	8.12	1299.0		NORIA 9.9	7811	18.7	1.15	c 3.24
74 P		1.00	c 2.43	8.20	1308.9		MASTODON 8.8	7821	8.8	1.07	c 3.16
75 P		1.15 PM	c 3.01 PM	8.34 AM	1317.7		TO-R ANAPRA	7830	0.0	12.56 AM	c 3.01 PM
		Arrive Daily	Arrive Daily	Arrive Daily			(210.7)			Leave Daily	Leave Daily
		960	2	4						1	3

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

EASTWARD				Timetable No. 52			WESTWARD	
Capacity of sidings	SECOND CLASS	952 Mixed	Mile Post Location	October 26, 1958 Clifton Branch	Station Number	Distance from Clifton	THIRD CLASS 953 Mixed	
		Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	
Yard Limits DBKWYP		AM 8.35	1148.3 1146.4	TO-R LORDSBURG	5815	69.9	PM s 3.30	
14 P		f 9.13	1165.3	18.9 SUMMIT	8419	51.0	f 2.50	
Yard Limits 50 WP		s 9.55	1184.3	19.0 DUNCAN	8438	32.0	s 2.00	
17		f 10.02	1186.9	2.6 FOX	8441	29.4	f 1.53	
25 P		f 10.55	1205.2	18.3 GUTHRIE	8459	11.1	f 1.00	
25 P		f 11.10	1209.8	4.6 SOUTH SIDING	8463	6.5	f 12.45	
		f	1214.2	4.4 SMELTER	8468	2.1	f	
Yard Limits P		s 11.35 AM	1216.3	ABS R 2.1 CLIFTON	8470	0.0	12.20 PM	
		Arrive Daily Ex. Sunday		(69.9)			Leave Daily Ex. Sunday	
		952					953	

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 52 October 26, 1958 Lawrence Branch STATIONS	Station Number	WESTWARD Distance from Lawrence
Yard Limits DBKWYP	1148.3 1146.9	TO-R LORDSBURG	5815	5.2
	1148.3 1146.9	1.4 OIL SIDING	8501	3.8
	1150.7	3.8 LAWRENCE	8505	0.0
		(5.2)		

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1150.1	Shakespeare	8504

EASTWARD

Timetable No. 52
October 26, 1958

Capacity of sidings	SECOND CLASS 986 Freight Leave Daily	984 Freight Leave Daily	960 Freight Leave Daily	982 Freight Leave Daily	980 Freight Leave Daily	FIRST CLASS 40 Mail Leave Daily	2 Sunset Limited Leave Daily	4 Golden State Leave Daily	Mile Post Location	STATIONS	Distance from Lordsburg
Yard Limits BKWDYP	PM 6.10	PM 12.05		AM 6.50	AM 12.10	PM 6.25			1148.3	TO-R LORDSBURG	0.0
107 P	6.18	12.12		6.57	12.17	6.33			1153.0	4.7 ULMORIS	4.7
64 P	6.27	12.19		7.05	12.24	6.39			1159.0	6.0 LISBON	10.7
103 P	6.41	12.31		7.17	12.36	6.47			1168.0	TO 9.0 SEPAR	19.7
106 P	**6.58**	12.45		**7.40**	12.50	**6.58**			1179.6	11.6 WILNA	31.3
125 P	7.07	12.55		7.49	1.00	7.06			1188.5	8.9 GAGE	40.2
96 P	7.12	1.01		7.54	1.06	7.11			1193.2	4.7 MONGOLA	44.9
68 P	7.19	1.08		8.01	1.13	7.17			1199.6	6.4 TUNIS	51.3
Yard Limits 229 WYP	7.29	1.19		8.10	1.24	s 7.33			1208.0	TO 8.4 DEMING	59.7
125 P	7.42	1.32		8.21	1.37	7.43			1218.9	10.9 CARNE	70.6
103 P	7.54	1.44		8.32	1.49	7.53			1229.6	10.7 AKELA	81.3
125 P	8.04	1.54		8.41	1.59	8.01			1238.4	8.8 DONA	90.1
125 P	8.16	2.06		8.52	2.11	8.09			1247.4	TO 9.0 ADEN	99.1
103 P	8.31	2.21		9.07	2.26	8.21			1259.4	12.0 AFTON	111.1
104 P	8.43	2.33		9.19	2.38	8.30			1269.5	10.1 LANARK	121.2
125 P	8.55	2.45		9.31	2.50	8.40			1279.7	10.2 STRAUSS	131.4
100 P	9.04	2.54		9.40	2.59	8.48			1285.2	5.5 LIZARD	136.9
79 P	9.15	3.02	PM 1.15	9.50	3.07	9.01	PM 3.01	AM 8.34	1289.9 1317.7	TO-R 4.7 ANAPRA	141.6
Yd. Lmts. BKIP						s 9.30 PM	s 3.20 PM	s 8.50 AM	1323.3 1295.9	R 5.6 EL PASO (Union Depot)	147.2
Yd. Lmts. BKWDITYP	9.40 PM	3.20 PM	1.35 PM	10.15 AM	3.25 AM				1297.6	1.7 EL PASO (Cotton Ave.)	148.9
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.9)	
	986	984	960	982	980	40	2	4			

Automatic Block Signal System

No. 2 Track

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

WESTWARD

Timetable No. 52
October 26, 1958

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from El Paso (Cotton Ave.)	1 Sunset Limited	39 Mail	3 Golden State
				Arrive Daily	Arrive Daily	Arrive Daily
1148.3	TO-R **LORDSBURG** 4.7	5815	149.3		s AM 8.30	
1153.0	**ULMORIS** 6.0	7005	144.6		8.10	
1159.0	**LISBON** 9.0	7011	138.6		8.01	
1168.0	TO **SEPAR** 11.6	7020	129.6		7.52	
1179.6	**WILNA** 8.9	7031	118.0		**7.40**	
1188.5	**GAGE** 4.7	7040	109.1		7.31	
1193.2	**MONGOLA** 6.4	7045	104.4		7.26	
1199.6	**TUNIS** 8.4	7051	98.0		7.19	
1208.0	TO **DEMING** 10.9	7060	89.6		s 7.10	
1218.9	**CARNE** 10.7	7071	78.7		6.54	
1229.6	**AKELA** 8.8	7081	68.0		6.44	
1238.4	**DONA** 9.0	7090	59.2		6.36	
1247.4	TO **ADEN** 12.0	7099	50.2		6.28	
1259.4	**AFTON** 10.1	7111	38.2		6.17	
1269.5	**LANARK** 10.2	7121	28.1		6.08	
1279.7	**STRAUSS** 5.5	7131	17.9		5.59	
1285.2	**LIZARD** 4.7	7137	12.4		5.50	
1289.9 / 1317.7	TO-R **ANAPRA** 6.0	7142	7.7	AM 12.56	5.42	PM 3.01
1295.9 / 1323.3	R **EL PASO (Union Depot)** 1.7	71183	1.7	12.45 AM	5.30 AM	2.50 PM
1297.6	**EL PASO (Cotton Ave.)**	7148	0.0			
	(149.3)			Leave Daily	Leave Daily	Leave Daily
				1	39	3

Automatic Block Signal System

No. 1 Track

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover....	....
.. ..	1291.9	Brickland.....	7144
.. ..	1319.1	*Bowen	7831
265W ..	1208.7	Sage.....(Spur)	7061

*On No. 2 Track.

Capacity of sidings	EASTWARD SECOND CLASS 994 Freight Leave Daily	EASTWARD SECOND CLASS 992 Freight Leave Daily	EASTWARD SECOND CLASS 990 Freight Leave Daily	EASTWARD FIRST CLASS 40 Mail Leave Daily	EASTWARD FIRST CLASS 4 Golden State Leave Daily	Mile Post Location	Timetable No. 52 October 26, 1958 STATIONS	Station Number	Distance from Carrizozo	WESTWARD FIRST CLASS 39 Mail Arrive Daily	WESTWARD FIRST CLASS 3 Golden State Arrive Daily
Yard Limits BKIP				PM 10.30	AM 9.20	1295.9	R EL PASO (Union Depot) 1.7 (Double Track)	7147	144.0	s AM 4.30	s PM 2.25
Yard Limits BKWDOTYP	PM 10.45	PM 2.30	AM 6.10			1297.6	EL PASO (Cotton Ave.) 0.0 (Double Track)	7148	142.3		
Yard Limits I				10.36	9.25	1297.6	TOWER 47 3.9	7148	142.3	3.44	2.03
Yd. Lmts. P						1301.5	FORT BLISS 0.8	7153	138.4		
Yd. Lmts. 103 P	11.00	2.45	6.25	10.47	9.36	1302.3	TO-R PLANEPORT 13.8	7154	137.6	3.23	1.53
102 P	11.15	3.01	6.40	10.59	9.48	1316.1	NEWMAN 10.1	7167	123.8	3.08	1.40
77 P	11.27	3.13	6.52	11.07	9.56	1326.2	ALVARADO 5.9	7178	113.7	2.58	1.31
103 P	11.35	3.20	6.59	11.12	10.01	1332.1	DESERT 12.9	7183	107.8	2.52	1.26
Yard Limits 121 YP	PM 11.50	3.35	7.14	11.23	10.11	1345.0	TO OROGRANDE 12.0	7196	94.9	2.41	1.16
75 P	AM 12.03	3.48	7.27	11.33	10.21	1357.0	PAXTON 9.0	7208	82.9	2.30	1.05
96 P	12.13	3.58	7.37	11.40	10.28	1366.0	DUNES 6.3	7217	73.9	2.23	12.58
74 P	12.20	4.06	7.45	11.45	10.33	1372.3	VALMONT 5.9	7224	67.6	2.17	12.52
110 P	12.28	4.13	7.52	PM 11.50	10.38	1378.2	OMLEE 4.6	7230	61.7	2.12	12.47
Yard Limits 203 P	12.35	4.20	7.59	AM s 12.05	s 10.45	1382.8	TO ALAMOGORDO 12.8	7234	57.1	s 2.06	s 12.43
77 P	12.50	4.38	8.17	12.18	10.58	1395.6	TO TULAROSA 7.4	7247	44.3	1.46	12.30
75 P	12.58	4.48	8.26	12.24	11.04	1403.0	TEMPORAL 9.9	7254	36.9	1.40	12.24
102 P	.108	4.58	8.37	12.32	11.12	1412.9	THREE RIVERS 11.6	7264	27.0	1.32	12.16
76 P	1.22	5.13	8.52	12.45	11.23	1424.5	OSCURA 8.3	7276	15.4	1.22	12.07 PM
107 P	1.35	5.25	9.04	12.53	11.31	1432.8	POLLY 7.1	7284	7.1	1.14	11.59 AM
Yard Limits BKWDYP	1.50 AM	5.40 PM	9.20 AM	s 1.05 AM	s 11.38 AM	1439.9	TO-R CARRIZOZO	7291	0.0	1.05 AM	11.51 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)			Leave Daily	Leave Daily
	994	992	990	40	4					39	3

Automatic Block Signal System

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Timetable No. 52

October 26, 1958

EASTWARD

Capacity of sidings	SECOND CLASS 994 Freight Leave Daily	SECOND CLASS 992 Freight Leave Daily	SECOND CLASS 990 Freight Leave Daily	FIRST CLASS 4 Golden State Leave Daily	FIRST CLASS 40 Mail Leave Daily	Mile Post Location	STATIONS	Station Number	Distance from Tucumcari
Yard Limits DBKWYP	PM 8.05	PM 12.20	AM 3.30	AM **11.45**	AM 1.15	1439.9	TO-R **CARRIZOZO** 7.0	7291	187.5
110 P	8.30	12.45	3.55	11.51	1.22	1446.9	**ROBSART** 5.3	7298	180.5
75 P	8.45	1.00	4.10	AM 11.56	1.31	1452.2	**COYOTE** 11.3	7304	175.2
126 P	9.15	1.30	4.40	PM 12.06	1.45	1463.5	TO **ANCHO** 9.5	7315	163.9
74 P	9.58	2.12	5.20	12.18	2.01	1473.0	**TECOLOTE** 4.8	7324	154.4
P	10.08	2.22	5.30			1477.8	**ELDA** 4.7	7329	149.6
126 P	10.16	2.28	5.37	12.26	2.10	1482.5	**GALLINAS** 8.4	7334	144.9
103 P	10.28	2.40	5.50	12.35	2.22	1490.9	TO **CORONA** 8.1	7342	136.5
71 P	10.40	2.52	6.02	12.43	2.31	1499.0	**TORRANCE** 11.6	7350	128.4
87 P	10.56	3.08	6.18	12.52	2.41	1510.6	**DURAN** 14.8	7362	116.8
W116 Yard Limits E110 P	**11.27**	3.30	6.40	c 1.06	2.56	1525.4	TO **VAUGHN** 7.9	7377	102.0
107 P	11.39	3.41	6.50	1.15	3.05	1533.3	**LEONCITO** 13.9	7385	94.1
105 P	PM 11.56	3.58	7.07	1.26	3.17	1547.2	**PASTURA** 11.3	7399	80.2
106 P	AM 12.15	4.13	7.22	1.36	3.29	1558.5	**ARABELLA** 9.8	7410	68.9
E107 Yard Limits W113 P	12.35	4.27	7.37	1.46	3.40	1568.3	TO **SANTA ROSA** 9.1	7420	59.1
106 P	12.49	4.46	7.56	1.55	3.49	1577.4	**LOS TANOS** 8.4	7429	50.0
103 P	1.03	5.00	8.10	2.03	3.57	1585.8	**CUERVO** 8.9	7437	41.6
102 P	1.15	5.12	8.20	2.12	4.04	1594.7	**NEWKIRK** 12.0	7446	32.7
102 P	1.31	5.27	8.32	2.24	4.15	1606.7	**MONTOYA** 8.8	7458	20.7
112 P	1.43	5.38	8.41	2.33	4.24	1615.5	**PALOMAS** 6.4	7467	11.9
103 P	1.51	5.46	**8.52**	2.41	4.35	1621.9	**HARGIS** 5.5	7473	5.5
Yard Limits DBKYP	2.00 AM	5.55 PM	9.10 AM	s 3.05 PM	s 5.10 AM	1627.4	TO-R **TUCUMCARI**	7479	0.0
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(187.5)		
	994	**992**	**990**	**4**	**40**				

Automatic Block Signal System

WESTWARD

FIRST CLASS 3 Golden State Arrive Daily	FIRST CLASS 39 Mail Arrive Daily
AM s **11.45**	AM s 12.55
11.36	12.46
11.32	12.41
11.22	12.30
11.10	12.18
11.02	12.10
10.53	12.01 AM
10.45	11.50 PM
10.36	11.41
c 10.21	**11.27**
10.13	11.17
10.01	11.05
9.49	10.53
9.37	10.41
9.29	10.32
9.22	10.25
9.14	10.16
9.04	10.06
8.57	9.59
8.52	9.53
8.45 AM	9.45 PM
Leave Daily	Leave Daily
3	**39**

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
12 ..	1467.0	Luna	7318

EASTWARD								WESTWARD
	SECOND CLASS			Timetable No. 52 October 26, 1958				SECOND CLASS
Capacity of sidings		974 Mixed	Mile Post Location	Roy Branch	Station Number	Distance from French		975 Mixed
		Lv. Mon. Wed., Fri.		STATIONS				Arrive Mon., Wed., Fri.
Yard Limits DBKWYP		AM 6.10	1627.4	TO-R TUCUMCARI	7479	113.9		PM s 3.25
WYP		s 7.34	1661.7	34.3 CAMPANA	8634	79.6		s 1.55
34 P		f 7.52	1667.6	5.9 MEDIO	8640	73.7		f 1.31
36 P		s 8.20	1677.9	10.3 MOSQUERO	8651	63.4		s 12.59
P		f 8.37	1686.3	8.4 SOLANA	8659	55.0		f 12.42
Yard Limits 34 P		s 9.00	1696.1	9.8 ROY	8669	45.2		s 12.22 PM
YP		f 10.09	1729.8	33.7 TAYLOR	8702	11.5		f 11.10 AM
Yard Limits P		s 10.35 AM	1741.3	11.5 FRENCH	8714	0.0		s 10.45 AM
		Arrive Mon., Wed., Fri.		(113.9)				Lv. Mon. Wed., Fri.
		974						975

RULE S-72. No. 974 is superior to No. 975.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30W ..	1634.9	Bascom	8608
.. ..	1650.1	Atarque	8623
.. ..	1655.6	Trigg Ranch	8628
18E ..	1684.7	Dioxice	8657
.. ..	1706.4	Mills	8679
.. ..	1721.8	Vernon	8694
		Nos. 974 and 975 will stop at Trigg Ranch, Dioxice and Vernon on flag.	

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS: RECEIVE TO (or beyond)	FOR REVENUE PASSENGERS: DISCHARGE FROM (or beyond)	FOR OTHER TRAFFIC
1	Hereford	Flag	Daily	Any station	Any station	
2	Hereford	Flag	Daily	Any station	Any station	
2	Any station, Rodeo to Anapra	Flag	Daily	Any station	Any station	
2	Rodeo	50 MPH	Daily			To dispatch U. S. Mail
3	Vaughn	15 MPH	Daily ex. Mon.			To receive one pouch mail
3	Any station, Anapra to Rodeo	Flag	Daily	Any station	Any station	
3	Hereford	Flag	Daily	Any station	Any station	
4	Hereford	Flag	Daily	Any station	Any station	
4	Vaughn	Stop	Daily ex. Sun.			To dispatch U.S. Mail
940	MP 1039.6	Flag	Wed. Sat.	Any station	Any station	
941	MP 1039.6	Flag	Wed. Sat.	Any station	Any station	
942	MP 1039.6	Flag	Tue. Fri.	Any station	Any station	
943	MP 1039.6	Flag	Tue. Fri.	Any station	Any station	
944	MP 1039.6	Flag	Mon. Thu.	Any station	Any station	
944	MP 1069.2	Flag	Mon. Thu.	Any station	Any station	
945	MP 1069.2	Flag	Mon. Thu.	Any station	Any station	
945	MP 1039.6	Flag	Mon. Thu.	Any station	Any station	

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on page 10.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision of Tucson Division are authorized to assume corresponding schedules or sections of schedules on Mescal Subdivision at Mescal without clearance.

Eastward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

Westward trains Patagonia Branch must not foul Mescal-Douglas main track Fairbank until authorized by train dispatcher.

Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

RULE 83-A. At the following stations only the trains indicated will register:

Fairbank.....Trains originating and terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Mescal.....All trains.

Douglas, Nos. 1, 2, 3, and 4.

When a regular train is checked on Bowie Subdivision of Tucson Division or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 105. Following tracks are designated for use as sidings:

Lewis Springs. Siding located east of station building on north side of main track.

Hereford. Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco. Siding located opposite station building on north side of main track. Switch leading to Edison water spur from siding near west end must be left lined for movement into water spur.

RULE 201. Train orders and clearances on No. 1 track between Mescal and Tucson will be issued by authority and over initials of Chief Train Dispatcher, Tucson Division.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

RULE 82-A. Eastward regular trains and sections of schedules from Hachita Subdivision may assume the same schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance O.K.'d by chief train dispatcher must be obtained.

Train indication markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Douglas, Nos. 1, 2, 3, and 4.

Anapra, All trains.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

Trains and engines moving via Icehouse Crossover to Tower 196 on T&NO track must run with caution, expecting to find track occupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossover will display caution indication when switch to crossover from No. 2 track to T&NO track is lined and Signal 8314 at east end of crossover displays stop indication.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

Clear interlocking signal Tower 47 for movement to eastward main track will authorize engines to move Tower 47 to Alfalfa unit, El Paso yard.

Standard clock located in yardmaster's office at Alfalfa unit, El Paso yard, and conductor will show on margin of train register ticket thrown off at Anapra the time watch was compared with standard clock. Operator Anapra will enter this information on train register.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

Crew arriving Clifton on No. 952 may assume schedule of No. 953 without clearance.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Anapra, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Anapra.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE 105. Following tracks are designated for use as sidings.

Strauss.....Siding is first track south of main track.

RULE D-151. Tracks between Anapra and Tower 47 will be numbered and unless otherwise authorized will be used as double track:

No. 1 Track for westward trains;

No. 2 Track for eastward trains.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE D-251. Will apply as follows:

On No. 2 Track, Anapra to El Paso (Cotton Ave.).

On No. 1 Track, El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Planeport, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83. If visual identification is made by eastward trains between El Paso (Union Depot) and Tower 47, identification will apply at end of double track.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

Carrizozo, Nos. 3, 4, 39 and 40.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

RULE 82-A. Crew arriving French on No. 974 may assume schedule of No. 975 without clearance.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

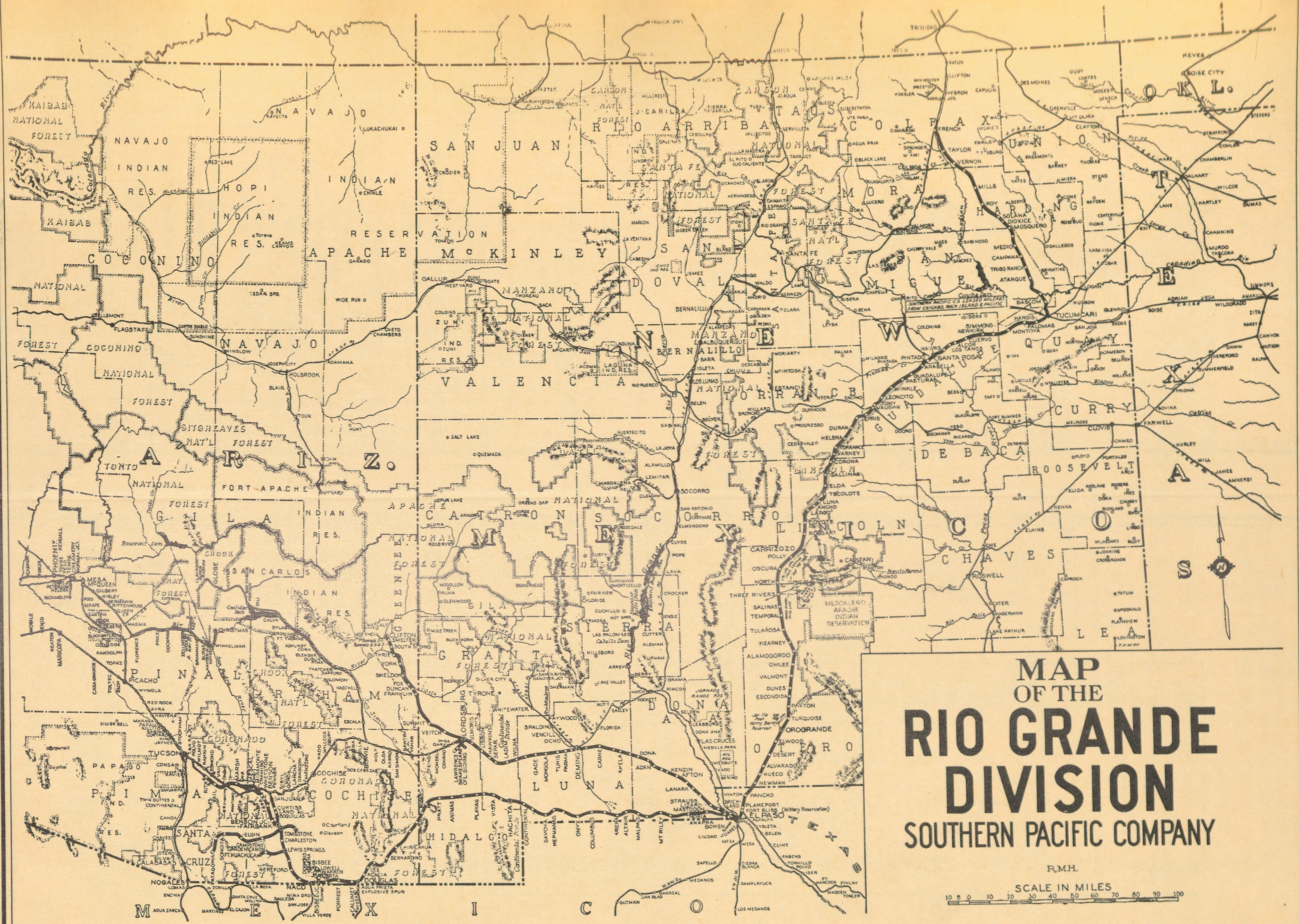
RULE 105. Following tracks are designated for use as sidings:

Vaughn. First track north of main track is eastward siding. Second track north of main track is westward siding.

Santa Rosa. First track north of main track is westward siding. Second track north of main track is eastward siding and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


MAP
OF THE
RIO GRANDE
DIVISION
SOUTHERN PACIFIC COMPANY
R.M.H.
SCALE IN MILES
10 5 0 10 20 30 40 50 60 70 80 90 100
ARIZ.
NEW MEXICO
TEXAS
OKL.
MEXICO
COCONINO
NAVAJO
APACHE
McKINLEY
SAN JUAN
RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SAN MIGUEL
SANDOVAL
VALENCIA
BERNALILLO
TORRANCE
QUAY
CURRY
DE BACA
ROOSEVELT
CHAVES
LINCOLN
SOCORRO
CATRON
GILA
GRAHAM
GREENLEE
SIERRA
GRANT
DONA ANA
OTERO
LUNA
HIDALGO
COCHISE
PIMA
SANTA CRUZ
PINAL
YAVAPAI
MOHAVE
KAIBAB
HOPI INDIAN RES.
FORT APACHE INDIAN RES.
SAN CARLOS INDIAN RES.
MESCALERO APACHE INDIAN RESERVATION
SANTA FE
ALBUQUERQUE
LAS VEGAS
TUCUMCARI
ROSWELL
SOCORRO
DEMING
LORDSBURG
SILVER CITY
TUCSON
PHOENIX
FLAGSTAFF
GALLUP
EL PASO
ALAMOGORDO
CARRIZOZO
OROGRANDE
NOGALES
NACO
BISBEE
DOUGLAS
WILLCOX
CLOVIS
FARWELL
LEA